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SUBJECT: ANALYSIS OF BX67	3 2		
1. PER REF D, PAR 1 AN		ANOT TUAT UT	
1 SUGGEST CHECKING FOR	POINT OF INCREASED	SCAN (REF B)	45
A MORE ACCURATE METHOD OF	VERIFYING PKG TURN-C	N AND THEN DI	D NOT
CHECK THIS OURSELVES. WE	WERE SO CERTAIN THAT	THE TROUBLE	WAS
DUE TO THE PKG BEING OFF A			
AS YOU SEE IN REF E, THE AN			
ABLE CORRELATION PROBLEMS.			
BOARD FOR US. AFTER FURTH	_	AND PI	25
PERSONNEL WE REMAIN CERTAIN			
	i -iur tute Ata MAI	M FILUI ERROR	PROBLEM
		SHOWP 1 EXCLUSES FROM AUTO-	

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25X1	IN 73801 TOPSECRET PAGE 2	
	OR A PROBLEM CAUSED BY UPSTREAM DROP OFF FROM END AR WITH SUBSEQUENT	,
٠	DELAY IN CHECKLIST ITEMS. PILOT'S STATEMENTS AND FLIGHT MONITOR	
25X1	OF CHECKLIST ITEMS THROUGH	
	TO BE ON SCHEDULE. BELIEVE THE	
,	ENTIRE PROBLEM WAS CAUSED BY A BAD PACKAGE CONTROL PANEL. THIS	
•	PANEL WAS SQUAWKED ON THE FLIGHT AS BEING EXTREMELY LOOSE AND EASY	
	TO MOVE. POST FLIGHT INSPECTION VERIFIED THIS AND THE PANEL HAS BEEN	
	REMOVED FROM THE AIRCRAFT AND RETIRED FROM SERVICE.	•
	2. REF D, PAR 3, 4, AND 5. WE DO NOT BELIEVE A CHANGE TO	
	EXISTING A/R PROFILE IS NECESSARY AS LONG AS ALL PARTIES CONCERNED	
	UNDERSTAND THAT THE PROFILE SHOWN DOES NOT DEPICT ACTUAL AIRCRAFT	
	PERFORMANCE. DUE TO THE EXTREME COLD TEMPERATURES WE ENCOUNTER	
	BETWEEN FL400 AND FL750 THE ACTUAL AIRCRAFT PERFORMANCE IS DIFFERENT.	
	DESCENT RANGES HAVE BEEN EXTENDED AND CLIMB RANGES HAVE BEEN REDUCED.	
	SIMILARLY OUR ACCELERATION MANEUVERS AND INDIVIDUAL PILOT TECHNIQUES	
	AFFECT ACTUAL PERFORMANCE. ANALYSIS OF PAST SORTIE DATA WILL	25X1
	READILY VERIFY THIS. HOWEVER, WE ARE ALWAYS ABLE TO MAKE OUR MINIMUM	
	PENETRATION ALTITUDES/POSITIONS OR FLIGHT PLAN LEVEL OFF ALTITUDES/	
	POSITIONS AS APPROPRIATE.	
	3. WITH THE UPSTREAM DROP OFF AT THE FLIGHT	25X1
	PLAN PROGRAMMED FUEL AND THE ACTUAL FUEL OVER KADENA ARE USUALLY	
	VERY CLOSE. DROP OFF AT PROGRAMMED END A/R WILL UNDOUBTEDLY REQUIRE	
	ROUTINE USE OF THE FUEL OPTION ROUTE HOME. WE BELIEVE THE DISCREP-	
	ANCY BETWEEN ACTUAL AND PROGRAMMED FUEL IS CAUSED BY THE USE OF LOO	

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PERCENT AFTERBURNER. (100 PERCENT AB IS USED DURING CLIMB, THROUGH

FIRST TURN AND CRUISE OVER TARGET AREA.) FLIGHT PLAN COMMENTS SHOW

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25X1

IN 73801 TOPSECRET PAGE 3

HOLDING 100 PERCENT AB DURING THIS PERIOD WHICH WE AGREE WE NEED IN ORDER TO KEEP THE ALTITUDE, BUT FLIGHT PLAN DATA BASE APPEARS TO BE THE HIGH ALTITUDE CRUISE PROFILE CHART (FIG. 45-7) FROM THE PERFORMANCE CHARTS OF A-12 HANDBOOK. FROM OUR ANALYSIS OF MSN 6732 AND 6733, WE BELIEVE MORE ACCURATE DATA BASE DURING THIS PERIOD WOULD BE THE SPECIFIC RANGE CHART (FIG. 45-5) USING THE MAX AB CURVE. BOTH CHARTS ARE BASED ON STANDARD DAY TEMPERATURES AND A TEMPERATURE CORRECTION FUDGE FACTOR MUST STILL BE CONSIDERED, SINCE IN THIS CASE THE TEMPERATURE DEVIATION IS ABOVE STANDARD.

4. PER REF D, PARA 6. CONCUR.

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TOPSECRET

- 5 SATISFACTORY
- 6. SATISFACTORY
- SATISFACTORY
- FILM DATA BLOCK WAS RECORDING LOWER THAN THE INS TAPE 8. THROUGHOUT MISSION BY A CONSTANT 532 KNOTS.
- 9, SATISFACTORY
- FILM CLOCK WAS RECORDING 1 SECOND HIGH THROUGHOUT MISSION. 10.

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EROUP 1 EXCLUDED FROM AUTO-

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25X1	IN 73571		T	0	P	s	E	C	R	E	T	PAGE 2	<u> </u>

E. ALTHOUGH THERE WERE DIFFERENCES BETWEEN THE FILM CLOCK AND THE INS TAPE A SATISFACTORY CORRELATION HAS BEEN ACHIEVED ON THE MISSION.

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ere aksigangan i sakaladadharan aga yay saka-happinin-aga a-shihi sama 1584 sikalada shihi yakan yaki yaki yaki Banganda Bangan anga da happan jafan kaka aga jafan kamaman ka dishinda ka kahapa da hari yaka ya ka ta saka y	remarks of the section of the sectio	eng mayanan yana isa kara sa sasinda lagaga na ara sasinda sa sasa na ara Ang karang ang ara sa		5	and the same of th	13	
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COL SHELTON A	ND						2
1. REF PA	P IA. WE HA	VE NO DO	UBTS WH	T SO E	VER THAT		_
OPERATED THE	PACKAGE IAW	PROGRAMM	ED	DA	□ TA. AS MA	TTEP OF FA	CT
FILM STRIP AN	D BRIEFINGS	SHOWED T	URN ON I	POINT O	NE MINUTE	EARLIER TO)
PPEVENT POSSI	BILITY OF TU	RNING ON	IN A T	JRN AS			
	-ON POINT WA						
2. SUSPEC	T THE CAUSE I	FOR YOUR	CONCER	DUE TO	THE FACT	THAT	
Q-BAY CONTROL	WAS ACCIDEN	ILY TURNI	ED "OFF'	' SOMET	IME AFTER	ENGINE STA	RT.
THIS WAS NOT	NOTICED BY P	ILOT UNT	IL JUST	PRIOR :	TO ONE MIN	UTE PACKAG	E
CHECK AFTER T	AKE-OFF AND I	ENROUTE :	TO TANKE	ER. TH	E EXACT TI	ME PERIOD	IS
NOT KNOWN, HO	WEVER, WE JUI	DGED IT	O APPRO	XIMATE	Y TEN MIN	UTES DURIN	IG
MISSION DEBRI	EFING. SUSPI	ECTED CA	USE OF A	CCIDEN	TAL TURN-0	FF WAS	
PERSONNEL REM	OVING PINS OF	R SUIT C	ONĎ IT IOM	ING HO	SE AFTEP L	EFT ENGINE	
STAPT. WE HA	VE TAKEN ACT	ION TO PI	REVENT F	<u>EOCCU</u> RI	RENCE. WH	ILE THE	<i>(</i>
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5X1	IN 72530 TOPSECRET PAGE 2	
6. 7	PACKAGE IS OFF, THE DATA CHAMBER IS NOT OPERATING, AND YOU SHOULD	
	EXPECT PROBLEMS WITH DATA CHAMBER CORRELATION. A BETTER METHOD OF	
	DETERMINING THE TURN ON POSITION ON THIS AND ALL MISSIONS WOULD BE TO	
	USE THE POINT OF INCREASED SCAN RATE ON THE 25	X1
	3. PEF PARA IB.	
	A. THE PRACTICE OF ENDING AP GONM UP THE OUTBOUND TRACK	
4	ON PEVERSE COURSE MISSIONS SUCH AS BSC22B HAS BEEN ADOPTED BY	25X1
X1	AND I TO INCREASE PROGRAMMED FUEL AT KADENA TO 10,000 LRS MIN.	
	DATA COMPILED AT KADENA HAS SHOWN THE CLIMB DISTANCE IS CONSIDERABLE	
	LESS THAN THAT DISPLAYED ON COMPUTER FLIGHT PLAN DUE TO EXTREMELY	-
	COLD TEMPERATURES ENCOUNTERED BETWEEN FL400 AND 750. FOR 25	X1
ž.	8X6732 SHOWS CLIMB FROM FL294 TO FL781 TO BE 303NM IN LENGTH, AS	
	COMPAPED TO 345NM AND FL 785 ON COMPUTER FLIGHT PLAN. AS YOU CAN	
	SEE THIS HAS NOT AFFECTED PROGRAMMED OF MINIMUM PENETRATION ALTITUDE	
	ALTHOUGH THE HEAVY WEIGHT TURN AT START CC DOES, TO SOME DEGPEE,	
	REDUCE OVERFLIGHT ALTITUDE.	
	B. IF PRESENT SYSTEM OF COMING BACK UP OUTBOUND TRACK WITH	
	TANKER MUST BE DISCONTINUED, I BELIEVE A TURN AT THE FUEL DECISION	
	POINT AREAM HAINAN ISLAND ON MISSIONS SUCH AS BSC22B WILL BE POUTING	
	TO APPIVE AT KADENA WITH 10,000LBS FUEL REMAINING. FUEL CONSUMPTION	5X1
	HAS BEEN INCREASED BY CLIMBING TO FL 800 AFTEP BY	
	WARMER THAN STANDARD TEMPERATURES ABOVE FL 750, BY HEAVY WEIGHT TURNS	
	AT START CC, AND BY USE OF FULL AB ON FLIGHT OVER DENIED TERRITORY.	
:	C. ADDITIONALLY, DESCENT RANGES HAVE BEEN SIMILAPLY AFFECTED BY	
	THIS COLD TEMPERATURE AND INSTEAD OF THE CUSTOMARY 225NM DESCENT	

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25X1

25X1

IN 72530	TOPSECRET	PAGE 3
RANGE, WE HAVE FOUND TI	HAT A MINIMUM DESCENT RANGE	OF 260NM MUST BE
USED TO BOTTOM OUT 20N	M FROM THE APCP. DRIVERS F	EEL THAT A DESCENT
RANGE OF 275 NM WOULD	BE OPTIMUM FOR ASSURING NO	OVERSHOOT AT ARCP.
(BX 6732 SHOWS DES	SCENT PANGE TO BE 275 NM FR	OM START DESCENT TO
BOTTOM OUT, 14 NM SHOR	T OF APCP ()	

A. IN SHORT, AS WITH MOST ALL OTHER AIRCRAFT, ACTUAL PERFORMANCE AND CHART PERFORMANCE FIGURES ARE NOT ALWAYS THE SAME. CHANGES IN OUR CLIMB AND DESCENT PANGE ARE A FACT DUE TO THIS EXTREME COLD AIR BETWEEN FL400 AND 750, EVEN THOUGH COMPUTER AND PERFORMANCE FIGUES DONT'T SHOW IT. WE HAVE BEEN TAKING ADVANTAGE OF BETTER CLIMB PERFORMANCE TO GET HOME WITH MORE FUEL.

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